GRUMMAN
plane news

Vol. 40, No. 10, May 29, 1981. Bethpage, N.Y. 11714

Shareholders learn

Grumman to pass $2-billion mark in '81

Aerospace continues to improve its performance; Kojak hails return of New York's Flxibles

- pg. 4

Packed house. *Over 750 PAC members heard Congressman Gregory Carman speak at the annual PAC meeting.*

Carman tells PAC members: your opinions are vital

"Become involved." That's the message that U.S. Congressman Gregory Carman delivered to the attendees at the annual Political Action Committee (PAC) meeting on May 20 in Plant 4.

The freshman congressman from Long Island lauded the Grumman PAC for its role in the American political system. "My colleagues in Congress and I appreciate your support."

Though federal election laws limit PAC activities, that is by no means a deterrent to being active citizens, says Carmen.

"I feel a special kinship toward Grumman," says the congressman from Farmingdale, "not only because I grew up in the Bethpage area, but because so many Grumman people assisted me during my fall campaign . . . and continue to do so today."

The congressman then went on to say that continued support from his constituents will be gravely needed during the next several years. There are many topics that have to be aired in Congress that will have a direct bearing on individuals, their families and the country, says Carman.

How are we doing?

An advocate of a revitalized defense, Carman urged Grummanites to air their views to their representatives in Washington, D.C. "We need your ideas, your support, your opinions on whether our congressional actions are right or wrong, so we can make adjustments."

The congressman cited such pertinent areas as Social Security, defense spending, student loans and budget cuts. "We need you," says Carman. "The country needs you. Your opinions are vital to effectively keep the democracy working."

Hearty thanks

Grumman Corporation Chairman Jack Bierwirth thanked Congressman Carman for visiting the PAC. Originally slated to be the guest speaker was U.S. Senator Alphonse D'Amato; he was delayed in Washington, D.C. for a major piece of legislation affecting supplemental appropriations and a presidential nomination appointment. Carman stepped in on short notice.

After the congressman's address, Bob Watkins, chairman of the PAC steering committee, opened the business portion of the meeting by pointing out some of the highlights of the past year: the several PAC-sponsored political action seminars, the visits of local candidates last fall, and the new PAC newsletters. Watkins told attendees that during this next year, PAC will be aiming at an even broader national arena.

Attendees then approved a resolution to re-elect two vice chairmen: Dave Walsh, director of Customer Requirements, and John Bohlander, vice president of Grumman Data Systems. PAC members also approved the resolution to elect Bill Ryan assistant treasurer.

Bohlander then responded to written inquiries from PAC members. "No amendments to the PAC bylaws will be taken from the floor of the annual meeting," says Bohlander. "If a PAC member has a suggestion, he should recommend it to the steering committee members and they will review it."

Follow-up

All members of the Grumman PAC will receive a special annual meeting newsletter in the near future.

Offering help for alcoholics

"I am convinced," Grumman Aerospace President George Skurla said, "this is not only good for individuals, it's good for Grumman."

What Skurla referred to was Grumman's alcoholism program, which Peter Sweisgood had outlined for Skurla and others who attended the April 22 executive review meeting in Plant 5.

"I'd like to compliment you for the tremendous program you have in Grumman," Sweisgood said. "I see a model for industry."

Sweisgood, who is a priest, a recovered alcoholic and the deputy director of the Long Island Council on Alcoholism, is a consultant to Grumman's program. "I have seen many of the other industrial programs on Long Island," he commented. "None of them can match this one."

Of the people who have the disease and go through Grumman's program, 70 percent, Sweisgood said, have recovered. An alcoholic must not touch a drink for at least a year to be considered recovered.

Alcoholics can't cure their disease alone. For help call Tom Conley, Ext. 3521 in Bethpage.

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdg. Bldg.; open meeting. C. Robb, Ext. 117-6526

ASHRAE: Tues., June 9, Hofstra Alumni Bldg, 6 p.m. Technical and social meeting. Guests welcome. A. Rubenstein, Ext. 2256

C.B.I. Vets Association: Sat., June 27, Wickers Restaurant, Hicksville, 11:30 a.m. Installation of Officers for 1981. Reservation only, make check payable to Grumman BASHA, send to W. Zywan C05-14. W. Pytlowany, Ext. 8617/W. Zywan, Ext. 6154

French Club: Tues., June 9, 123 Grohmans Lane, Plainview, 5:30 p.m. Guests welcome. L. Kaufman, Ext. 2323

GACE Flying Club: Mon., June 8, Recreation bldg., 5 p.m., regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 5967

Grumman Cycle Touring Club: Mon., June 1, Knight Club, Hicksville, 5 p.m. Final planning for one week in Vermont. Guests welcome. T. Beckman, Ext. 8994

Grumman Ski Club: Wed., June 17, Crow's Nest Restaurant, Melville, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Grumman Toastmasters Club: Wed., June 3 and Wed., June 17, Plant 111, Buffeteria lower level, 5 p.m. Regular meeting. Guests welcome. Toastmaster "Speechcraft" educational program begins June 10 at 5 p.m. and runs every Wednesday through July 29. Opportunity for all to conquer fear of speaking before audiences. C. Peterson, Ext. 4930

Motorcycle Club: Wed., June 17, Recreation bldg., 5 p.m., regular monthly meeting. K. Mann, Ext. 5195

Photography Club: Mon., June 8, Recreation bldg., 5 p.m. Guests welcome. D. Burdish, Ext. 115-8493

Professional Secretaries International: Thurs., June 18, Polish Independent Club, Riverhead, 6:30 p.m. Monthly dinner meeting. Presentation of Scholarship Award; Installation of 1981/82 Officers. Dinner is $7.00 including tax and tip. Guests welcome. E. Gaias, Ext. 117-7397

Society of Manufacturing Engineers: Mon, June 8, Polytech Institute of New York, Farmingdale, 7:30 p.m. Guest speaker will be John S. Weber of Chromalloy Metal Tectronics Inc. Guests welcome. V. Pavlik, Ext. 8737

Theater Guild: Tues., June 2, Recreation bldg., 5 p.m. Election of Officers. Grumman employees only. F. Varga, Ext. 3152

In the news...

Set to go. *U.S. Congressman Barry Goldwater Jr. (R-Calif.) recently participated in a ribbon-cutting ceremony marking the activation of the Advanced F-14 Systems Integration and Test Station (SITS) at the Pacific Missile Test Center, Pt. Mugu. Above, Charles Brown, director of Pt. Mugu Operations, presents a commemorative plaque to the congressman. The Advanced F-14 SITS was fabricated and integrated by Grumman for the U.S. Navy.*

Electronically speaking. *On May 6 and 7, Automated Test Equipment (ATE) opened its Plant 31 doors to potential customers. More than 130 visitors were shown Grumman's array of computerized automated testers and related products. 'We were pleased to have had a representative turnout from both government and industry,' says Ed Stroud, ATE program manager. 'It was a great opportunity to show off all of Grumman's ATE capabilities and equipment.'*

French take second look at Hawkeye capabilities

Whether or not France will become the next nation to buy Grumman E-2Cs is a decision to be made by the newly-elected Mitterrand government. The decision will be based, in part, on information accumulated from two series of evaluation flights, the latest of which took place last month in Mont de Marsan, France.

Designed as an airborne early warning (AEW) aircraft for the U.S. Navy, the E-2C Hawkeye is attracting the interest of many foreign governments, including Greece, Egypt and Australia in addition to France. Israel currently flies four Hawkeyes and the Japanese are now being trained to operate and maintain the four they now have under contract. Japan will soon be under contract for four more.

The French Air Force first looked at the Hawkeye in June of last year. The results of the evaluation flights in France were used to optimize the plane's performance there. But the time in which to do the work was short. The French wanted the changes incorporated and demonstrated in France by the end of April 1981. Grumman, with the help of General Electric, met these demands in six months.

Jim Philbin, E-2C program director, explained that this year a combined U.S. Navy/Grumman crew, was supported by more than 35 other Grummanites and people from General Electric and Litton. This team put the Navy Hawkeye in the air 19 times during the 19 day evaluation, effectively demonstrating, according to Philbin, that the E-2C can perform its mission in the French environment. The E-2C arrived home on April 27.

An announcement by the French government indicating the direction they will take towards possible purchase of Grumman's AEW system could come later this year.

Money matters

Time is money, so make sure you don't lose time getting your Travelers health insurance reimbursement. Check that you have the following information on all your bills before you turn them in:

Employee's name and badge number; the patient's name; the word "Grumman" to identify the account for Travelers; the date of each treatment; and the diagnosis.

On all druggist's bills, in addition to the above information, you must list the prescription number, the name of the prescribing physician, the date of purchase and the charge for each prescription.

For more information about the Grumman health insurance program, or to ask specific questions about the reimbursement procedure, call Ext. 3146 in Bethpage. Insurance forms are available at your local Employee Services office.

Taking a French Point of view. *Grumman's Hawkeye flies over southern France with a Jaguar, a Mirage F-1 and an Alpha Jet from the French Air Force.*

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Associate Editors
Kathy Housley ext. 3293
Norine Lyons ext. 5119
John Vosilla ext. 5118

Editorial Assistant
Clare Byrne ext. 8999

obituaries

FRANK RUSSO of Elect. Box and Pan Fab., Pl. 44, died May 14 at the age of 51. He had been with the company since 1966 and resided at 1789 Gerald Ave., East Meadow.

Personals

I regret to inform one and all that our silence during the holidays was due to misfortune that resulted in my wife Yuette's death and my extended hospitalization. Alfred VanWymersch

We wish to express our deepest gratitude for your kindness and thoughtful expressions of sympathy during the recent loss of my wife Geraldine. Walter Smrek and Family

Good news and lollipops

Financial growth continues as buses return to streets

"Even with our bus problems, the first quarter of this year produced a 42 percent improvement in operating income over the first quarter of last year," Grumman Corporation Chairman Jack Bierwirth told shareholders at the annual meeting on May 21.

In 1980, the company posted a 57 percent gain in operating income on record sales of $1.8 billion. Primary earnings per share increased from $2.06 to $2.35. The dividend increased from an annual rate of $1.20 to $1.40 per share.

"This is the seventh consecutive annual improvement for our shareholders," Bierwirth stated. "And in 1981, we will become a $2-billion company."

Financial growth

Bierwirth credited the corporation's profitable growth in 1980 to continued improved performance by Grumman Aerospace, and increased income from Grumman Data Systems.

But in spite of the good news about the company's financial growth, much of the focus of the annual meeting was on the beleaguered Grumman Flxible Model 870 bus.

"Early last year at a Grumman gathering I predicted that this would be the year of the bus," Bierwirth told the shareholders.

"Boy, was I right."

Before introducing a filmed report on how the bus problem developed and what the company is doing about it, Bierwirth offered his own perspective on the issue.

"Public transportation — especially in New York City — is the source of grinding daily frustration for millions of people. Everything about it is controversial — and fiercely political. We had broken down in the middle of a battleground, which made us an irresistable target for everybody."

Bierwirth observed that the technical problem — metal fatigue — is nothing new or strange. "Grumman has been dealing with metal fatigue for all the years we've been building airplanes," he said.

Warranty doubled

The company acknowledged its responsibility immediately and alerted all its customers when the first cracked A-frames were found in New York, he emphasized. All customers were notified that Grumman would reinforce all the A-frames in all the buses everywhere, whether or not they were cracked. Soon after that, the company doubled the warranty for the A-frames — to 300,000 miles of city driving.

"We're making sure that the 870 bus is being reinforced so well that it will become a credit to the Grumman name," Bierwirth said.

"That's why I believe it's important that, when the bus is ready to return to service in New York, we introduce it with our heads up and our banners flying . . . publicly."

With that, he gave the shareholders the first look at Grumman's first prime-time television commercial — featuring Telly "Kojak" Savalas. Savalas gives New York the message that the bus is back . . . and also provided two huge bowls of his trademark lollipops as giveaways at the meeting.

After the 30-second spot, the shareholders watched a brief film explaining the testing and reinforcement program, and a taped conversation between Grumman Corporation President Joe Gavin and Grant Hedrick. Hedrick is a former senior vice president for Grumman Aerospace and now a senior management consultant. He is also chairman of the New York Metropolitan Transit Authority's engineering panel that must approve the reinforcements.

Following the film presentation, Gavin took the microphone and explained that the reinforcement work is presently going on in five locations across the country.

"We have been able to draw upon the talents of Grumman Aerospace," said Gavin. "If there is any silver lining to this bleak cloud under which we've been struggling, it is that we have acquired in very short order a level of competence which should improve our competitive position in the long run."

Gavin expressed his confidence that the Model 870 bus is competitive not only with buses manufactured in the United States, but also with those built overseas.

Gavin then went on to comment on the successful flight of the Space Shuttle Columbia, whose wings were built in Bethpage by Grumman Aerospace.

"Measured in terms of manpower or dollars, this has not been a truly major business program," he said. "It has, however, been a major technical program and one which we are convinced is a very special one for this nation."

'...it's important that, when the bus is ready to return to service in N.Y., we introduce it with our heads up and our banners flying...'

Anticipating the success of the shuttle, Gavin noted, Grumman Aerospace has been developing a position to provide devices for future shuttle missions that will make practical the construction of large orbiting platforms or stations.

He also observed that the outlook for Grumman's aircraft business — "the mainstay of the

In the bus business to stay

"Some of you have asked if we might get out of the bus business," said Grumman Corporation Chairman Jack Bierwirth at the shareholders meeting.

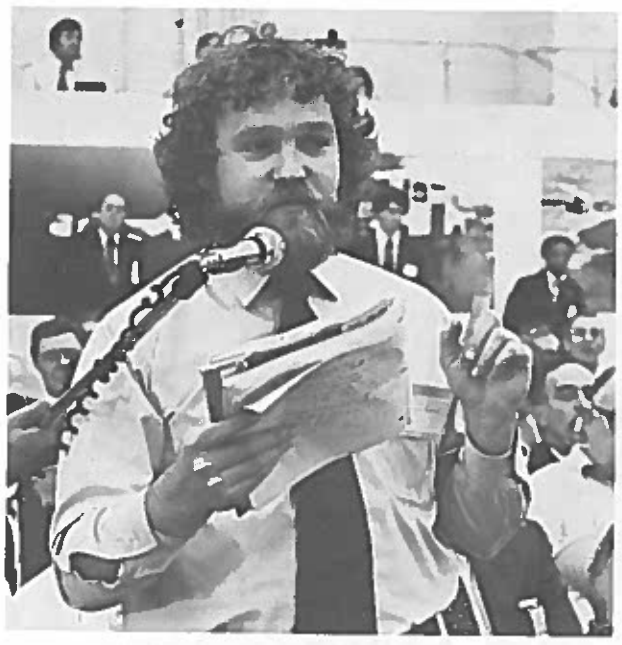
"The answer to that has been stated better than I could in an editorial published in *The Times* of Loudonville, Ohio, one of the towns where the buses are built. Based on a meeting with [Grumman Flxible President] Bob Landon, the editor concluded:

'I am convinced of several things. Grumman means to maintain its commitment to Flxible. It is in the bus business to stay, and is determined to make it work.

'Which leads to a second impression. Grumman means business. It intends to apply its own special space and aeronautical engineering expertise to testing and development which — with Flxible's already seasoned expertise — promises to produce a superior bus. The plan is to bring together the best of two formidable teams to produce excellence.'

"He's absolutely right," said Bierwirth. "That's exactly what we intend to do. He went on to say some things about integrity. About the way Bob refused to take any of the several available cop-outs.

"Personally, I think we can feel lucky to be operating in a community where we get that kind of support. We've had great support in many other places as well. People respect a company that steps up to its problems, stands behind its products, and meets its responsibilities."



corporation" — is brighter now than it has been at any time in the past 10 years.

"A year ago I said that the Grumman Aerospace aircraft for the United States Navy were unique; that there were no replacements in sight, and that, pound for pound, dollar for dollar, or man for man, the United States Navy had on the decks of its carriers the most effective tactical air force in the world. All this is better recognized today than it was one year ago."

Following Gavin's remarks, Bierwirth opened up the question and answer period.

The first question posed concerned the Grumman Political Action Committee (PAC). Bierwirth was asked who decides which candidate is to receive contributions, and what are the amounts of those contributions. "Grumman doesn't run PAC," Bierwirth replied. "My impression is that you think PAC is a corporate instrument. It is not. It is the instrument of the 4,000 Grummanites who are its members."

Another question was on the dividend reinvestment program. And then Lancaster Greene got up to read a statement for his brother, Norvin Greene. The two men are aerospace financial analysts and have been attending Grumman shareholders meetings since 1945.

"After 36 years of investment experience, I am convinced that aerospace companies should stick to aerospace. You have gone to other areas," Greene read, "and you are painfully aware of the results."

Diversification

Mercy Consolidated Assets Management Program — as well as the Sisters of St. Joseph of Peace, St. Joseph's Province, and the Dominican Sisters of the Sick Poor — would disagree with the Greene brothers. In their shareholder proposal, the group states that it has "...joined to search for ways to promote employment and economic diversification on Long Island by means other than dependency on military production."

Their proposal was defeated by the shareholders.

By ballot vote, the shareholders also approved for reelection to the board of directors: Jack Bierwirth; Joe Gavin; Kenneth Axelson, executive vice president and director, J. C. Penney Company, and a Grumman director since 1974; and John Sargent, chairman of Doubleday & Company, and a Grumman director since 1978.

Grumman loves ya, New York

Kojak likes his lollipops, but when he talks to people on the street he never sugar-coats anything. He gives it to them straight.

Grumman is using actor Telly Savalas' Kojak image to tell street-wise bus riders — through a television commercial later this year — that Grumman is fixing their buses.

"Remember the buses with the cracks?" Savalas says in the opening scene. "Grumman took them back to beef up the frames with extra steel and make those babies tough enough to take it. Right here! On tough city streets."

The new commercial, shown publicly for the first time at the annual meeting, will herald the return of the Flxible buses to New York City streets. The 30-second spot will be aired on New York television stations for about three weeks, says Weyman "Sandy" Jones, Grumman Corporation vice president — Public Affairs. "It's the New York tough guy talking about a tough New York bus."

The commercial, backed up by a newspaper ad campaign, will be seen on television when a significant number of buses are back in service, according to Jones. The Model 870 buses will go back on the road as soon as New York's Metropolitan Transit Authority formally approves the A-frame reinforcements.

Savalas explains to New Yorkers what Grumman did to toughen the buses.

"To prove the buses could take it, Grumman came up with a torture test that would bend and twist the frame, simulating half a million miles on city streets.

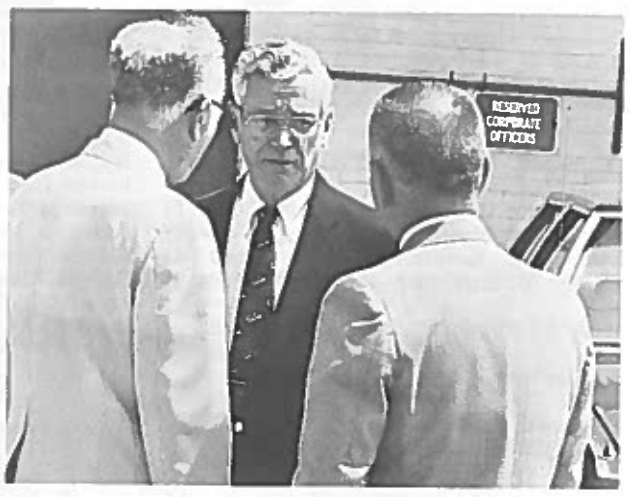
"A half-million miles!" he says. "The way I hear it, New York buses take about 12 years to roll up that kind of mileage!

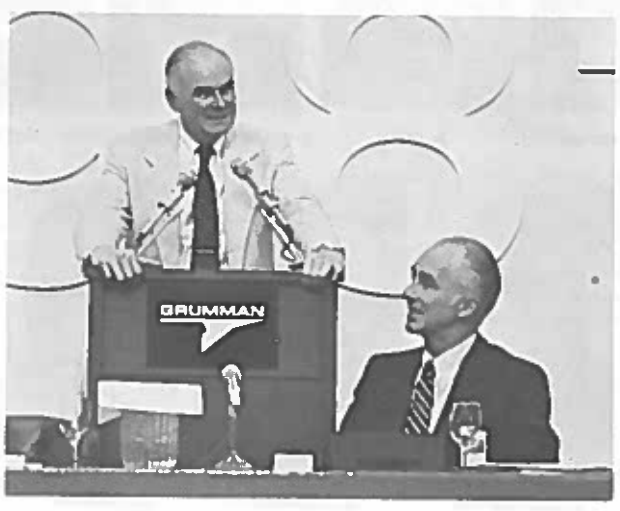
"But Grumman said, 'Just to be absolutely sure we've got a street-tough bus, we'll let the test run all the way to a million miles!

"They did it!"

In the last scene of the commercial, the Flxible heads away from Savalas and towards the Brooklyn Bridge. Savalas thumbs over his shoulder and says, "This baby passed a million-mile test! A million! That's a ton of lollipops."

The commercial signs off in big, bold letters: "Grumman. We're glad to be back."





service milestones

40

Roy M. Robinson, Join & Mid. Mod. Install. (1)
Robert C. Harris Jr., Prototype (2)
Robert D. Abernathy, ILS Supply Ops Mgmt. (30)
Frank F. Haefele, G.R. Plant M/S (43)

35

Stanley P. Zaluska, Prod. Superv. (2)
William F. Hoehn, Central Stor. & Retrieval (2)
William C. Schoen, Ops. Anal. (5)
Robert C. Specht, Land Gear Carrier Suit AB/ARM (25)
John F. Michael, Prog. Mgmt-F-14A (25)
Muriel Y. Ball, Finance Depart. (30)
Charles Bennett, Est. Resources (30)
Samuel B. Rogers, Dept. Ops. M&S (35)
Kenneth F. Phillips, Mat. Mgt. (77)

30

Robert E. Greif, Fuse FWD Sub & Major (1)
Raymond J. Frost, ILS Prog. Mgt. (1)
Dominick Rullo, Steel Parts Assy. (2)
Melvin C. Merkle, Sub-Assy. Major (2)
Harry W. Strembel, Propulsion Test (2)
Matthew Daniels Jr., Forming Heat Treat & CM (2)
Charles M. Kinnison, Presentations Servs. (2)
Richard L. Johnson, Insp-Mech. (2)
Ralph J. Longo, Convent. Machs. (3)
Lloyd G. Wright, Details (3)
Jim L. Bones, Maint-Facil. Equip. & Gen. (3)
Mario S. Martire, Flt. Ops. (4)
James M. Wider, Assy. Method & Plnng. (4)
Alfred A. Grillo, Maint. Indust. Cntrl. (5)
Robert F. White, Aero Test (5)
Norman T. Ritter, Cust. Reqts. (5)
Thomas W. Sirianni, Trans-Ops. (6)
Walter J. Rotermund, Support (6)
Warren Frank, Struct. Syst. Prod. Supp. (6)
John Lofano, Trans-Ops. (20)
Morris Kohn, Mach. Parts/Raw Matl. (30)
Michael P. Mustapich, ILS Supp. Ops. Mgmt. (30)
Mary E. Shannon, Office Mgmt. (35)
John J. Hughes Jr., Prog. Manage A-6 (40)
Julius A. Brescia, Mech. Struct. & Assy. (43)
Louis Ferraro, Mech. Detail & Fin. (43)
Charles Bochicchio, Invent. Mgt. (44)
Gardner H. Sidway, Resource Plnng. & Anal. (77)

25

Douglas H. Rasmuson, Air Frame Sys. (1)
Charles V. Brown, Jr., Sub-Assy. Major (2)
Otto A. Vollmerhause, Jig Details & Sub-Assy (2)
Walter S. Mystkowski, Composites & Adhesives (2)
Anthony F. Mollo, Spotweld (3)
Alden L. Melanson, Vehicle Liaison Eng. (3)
Robert Kiebitz, Plnng. Cntrl. & Budg. (5)
Daniel J. Purcell, New Prog. Est. (5)
Thomas Griffiths, Matl. Handl/Stor. (6)
Carl E. Kupke, Airport Ops. (7)
Richard L. Podlaski, Structures (7)
Anthony R. Ruffini, Flt. Avionics (8)
Joseph F. Garraffa, PPO Space & A/D (9)
William O. Clarke Jr., Prog. Contracts (25)
Chester G. Baumgartner, GAA (28)
Joseph Theobald, Invent. Cntrl. (30)
Carl Paladino, Senior Vice President-Treasurer (30)
Robert J. Hrubes, Maint. (44)
Ronald M. Busch, Invent, Mgt. (44)
Anita Guttman, Officers' Secretarial (111)

20

Louis C. Ferriole, Convent. Machs. (3)
Roy A. Knudsen, BPA Mach. Parts Insp. (3)
Barry H. Kleiss, Supp. Equip. Prod. (5)
Edward W. Jacobsen, Matl. & Log. M/S (6)
Domenick C. Manzolillo, Corp. Instr. Sys. (7)
Walter S. Koegel, Q.C. Lab. (10)
Richard C. Wyatt, ILS Tech. Writ. (15)
Gordon W. Bell, ILS Tech. Illus. (15)
Joseph J. Mazzochi, Commun. Nav. & I.F.F. (25)
Joseph A. Beltrami, Environ. Ctrl. & Test (31)
Nancy E. Meyer, ILS Log. Sys. Dev. F (35)
Donald A. MacKenzie, Computer Tech. Dev. (35)
Wayne L. Konopka, Fluid Dynamics (35)
Richard H. Schaffer, ILS Verif. & ILS Supp. (40)
Robert P. Guastella, Est. Resources (40)
Anthony Drago, Mfg. Ops. Mgt. (66)
Thomas E. Feeley Jr., Engineering (88)

15

Rosario M. Strazzeri, Sub-Assy. Major (1)
Claudie W. Epps, Sub-Asssy (1)
Louis G. Esposito, Sub-Assy (1)
Wesley M. Douglas, Hydraulics (1)
Matthew McKeever, Final Assy (1)
James A. McKinstry, I.E. Flow Seq. Plnng. (1)
John P. Weiner, Tech. Reqts. (1)
Robert W. Mayrose, Tech. Reqts (1)
Charlie J. Hunter, Maint-Facil. Equip. & Gen. (1)
Irene S. Foster, Repro Servs. (1)
James F. Cantania, Operations (1)
Richard J. Schlichting, Router & Shear (2)
Harry H. Washington, Small Parts Fab. (2)
Frederick M. Cardenas, Small Parts Fab. (2)
Robert H. Rigert, Steel Parts Assy. (2)
Ulysses Simpkins, Sub-Assy. Major (2)
Robert W. Werman, Hull Assy. (2)
Christopher H. Stiefvater, Propulsion Test (2)
Rudolph Levine, Matl. Offsite Supp. Cntl. (2)
Lucy R. Napolitano, Indust. Eng. (2)
Douglas G. McDonough, Assy. Method & Plnng. (2)
Clinton S. Watson, Composites & Adhesives (2)
Anthony Varvaro, Maint. Indust. Cntrl. (2)
Helmuth C. Schimmel, Mfg. Prod. Ctrl. & Prog. Mgt. (2)
Harold C. Nash, Q.C. Mgt/Admin. (2)
John W. McFadden, Details (3)
Edd C. Brooks, Honeycomb Final (3)
Richard M. Devlin, Honeycomb Final (3)
Harold Salerno, Mach. Oper-Tech. Serv. (3)
Jessie Artis Jr., Maint-Facil. Equip. & Gen. (3)
Jerry D. Ridgely, Instr. Test (5)
Michael J. Genco, Final Assy. Struct. (5)
Angelo S. Zotto, Support Equip. Prod. (5)
Warren H. Potenberg, I.E. Flow Seq. Plnng. (5)
Corronzo Whitaker, Maint-Facil. Equip. & Gen. (5)
Roy C. Haddon, Struct. Des. (5)
Robert L. Silverman, A/C Sys. Serv. (5)
Michael A. Caggiano, Instr. Test (6)
Elwood L. Lamb, Maint.-Facil. Equip. & Gen. (6)
Donald Christiansen, Fluids (6)
Robert J. Montag, Elect. Install. (6)
Edward S. Foster, Structures (6)
Paul F. Herbst, Support (6)
Demetrius Costantino, Indust. Eng. (6)
Arthur R. Wack, Manpower Budg. & Cost Stat. (6)
Frederick Sabloski, Matl. Handl/Stor. (6)
John Basso, Measurement Standards (6)
Dennis J. Briody, Aircraft Prog. (7)
John Impagliazzo, Structures (7)
Genarino L. Scrocco, Lab. Ops. Inspect. (7)
Peter A. Reyes, Flt. Avionics (8)
Arthur A. Atkins, Flt. Avionics (8)

(Continued on page 7)

C. Brown Jr. | O. Vollmerhause | W. Mystkowski | A. Mollo | A. Melanson | R. Kiebitz | D. Purcell | C. Kupke

R. Podlaski | J. Garraffa | W. Clarke Jr. | C. Baumgartner | J. Theobald | C. Paladino | R. Hrubes | R. Busch | A. Guttman

The winnahs! *It was only their first year together as a team, but they still won the championship of the Long Island Industrial Basketball League. The champs are: (L to R, standing) Leroy Whethers, Steve Pabst, Jim Loeffler, Joe Foley, Gerald Butler, Pat Weber and Jerry King; (kneeling) Coach Joe Walker, Al Greengold, Glenn Nichols, Walter Gleich and Ken White. John DiLeo was not available for the photo.*

Tomcats send PRD hoopsters for a spin; win Industrial title

Take an undefeated, seemingly unbeatable, team. Put them up against a brand new team, one that finished third during the regular season, in a three-game playoff final.

What you get, in the case of the Long Island Industrial Basketball League, is a brand new champion.

Grumman's Industrial team, the Tomcats, shocked powerhouse PRD two games to one to win the crown. Grumman had a 12-4 regular season record. All four losses were to PRD and Fairchild, the two teams they had upset in the playoffs. Grumman knocked off Fairchild in the first round of the playoffs by a 88-67 score.

But the whole year was decided in the final game, as coach Joe Walker describes.

"We were down by three points with six seconds to go. Gerald Butler drove down the key, sank the basket, and was fouled."

Butler's good free throw threw the game into overtime.

Hanging on

"Overtime went the same way as the game did . . . back and forth," says Walker.

Grumman took a precarious lead with less than a minute remaining in their remarkable season. "We were up by one point with 16 seconds to go. PRD had the ball out-of-bounds."

But PRD couldn't penetrate Grumman's defense. The Tomcats were the champions. The final score was 59-58.

Grumman had lost the first game 64-53. They won the second 60-58.

Star of the show

Gerald Butler, a computer operator and a former All-American wide receiver at Nicholls State University, was named Grumman's Most Valuable Player for the playoffs. Pointing to the Tomcats' first year, he said, "We accomplished a lot. When we began the season, no one knew the next person's abilities. But we eventually got ourselves working as a team."

As well as he played in the playoffs, Butler felt that the last game was his worst. "I was just in the right place at the right time." So were the Tomcats.

More personals

On behalf of my family and myself I would like to express our gratitude to all my friends and co-workers for all the kind expressions of sympathy and thoughtfulness upon the recent loss of my father Benedict Nocella. Regina G. Cancro and the Nocella Family

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated. Sal Baiamonte and Family

My gratitude and sincere thanks for the many cards, prayers and personal calls during my recovery from recent surgery. Your kind thoughts are making it easier. Frank Onza

Recreation drive ends

And the winner is ...

While all the GAA-sponsored clubs and intramural sports benefit from a successful drive — and 95 percent of all Grummanites participated in this year's campaign — 65 people got something extra out of it. In the traditional prize drawing held for all participants at the close of the drive 15 Grummanites won $100 bonds and 50 others won sets of Grumman glasses.

Who were the winners? Those who took home bonds were:

Alfred Dague, Pl. 1; Julia Williams, Pl. 3; Mark Siegel, Pl. 5; John Schnurr, Pl. 30; Loretta Dalton and Richard Wilson, Jr., Pl. 35; Frances Soto, Craig Wallace and Joseph Sciortino, Jr., Pl. 40; Frank Cioffi, Pl. 43; Edward Mahoney, Pl. 77; Thomas Scott, Pl. 90; Joseph Cherry, Pl. 94; Bernard Kuntz and Alan Nichol, Pl. 111.

Winners of Grumman glasses were:

Plant 2: John Sargeant, Frederick Schwarz III, Matthew Tropiano, Thomas Sanzone, Louis Napoli, Christine McIntyre, Peter Sagristano, Steven Hayton.

Plant 3: Clarence Smith, Henry Allen. Plant 4: Bruno Forsell, Harold Kelly. Plant 5: George Souhrada, Douglas Nakamura, Ingolf Henriksen, Joan Groben.

Plant 6: Rocco Vasti, Richard Olish, Charles Bumble Jr., Frances Geyer. Plant 7: Vincent Picece. Plant 9: Judy DeRosa. Plant 12: Michael Baron, James Iannone. Plant 15: John Stiegelmaier, Irene Skinner.

Plant 21: Salvatore Cioffi. Plant 25: Frank Sharapata. Plant 30: Deborah Evans, John Charbonneau, Felix Giobbe, Wilmur McCown, Delores Burch. Plant 31: Owne Pettit. Plant 35: Alexander Caramanica, George Gawronski. Plant 39: Robert Leahy.

Plant 40: Madeline Katala. Plant 44: Paul Mertz. Plant 50: Ann Brazaitis, John Herre. Plant 66: John Moss. Plant 77: Paul Gagnon Jr., Ellen Moore, Carl Sudano. Plant 88: Carlton Eng Jr. Plant 94: Win Johnson. Plant 111: Judith Brown, Jerry Mikorenda, Nancy Smaldone.

'Picnic in the park' opens doors June 8

Soon you'll be able to have lunch at a place where the atmosphere is great and the prices are right.

It's Food Service's "Picnic in the Park" at McKay Field, near Plant 24 in Bethpage.

Starting on Monday, June 8, barbecue specialties — hamburgers, hot dogs, corn on the cob, and more — will be served from 11:30 a.m. until 1 p.m. There'll be music and activities such as bocce, miniature golf, and softball, to make your lunchtime pleasant.

"Picnic in the Park" will continue through the summer until September 25.

service milestones

(Continued from page 6)

Dorothy G. Heideman, Mfg. Prog. Mgt. (9)
Carl Garite, Q.C. Lab. (10)
Joseph R. Staffieri, Maint-Rearrangement (12)
Frank J. Curely, Maint-Rearrangement (12)
James J. Diodato Jr., Maint. Indust. Cntrl. (12)
Neal P. Madsen, Meas. Stds. (12)
Gwen McConnell, Meas. Stds. (12)
Gregorio Acosta Jr., Meas. Stds. (12)
Paul S. Chase, Hydraulics (14)
Pasquale Santivasci, Stockrooms (14)
Irene M. Semick, ILS Supply Ops. Proj. Mgt. (17)
Evelyn P. Finan, PPO-F-14 (25)
Angelo Caporaso, ILS Tech. Serv. (25)
Joseph P. Ferrara, Commun. Nav. & I.F.F. (25)
Veronica W. Clark, Matl. Short. Cntl. (30)
Edward N. Kirkland Jr., Invent. Plan & Anal. (30)
Edward R. Vasta, Mach. Parts/Raw Matl. (30)
John F. Marks, Tech. Reqts. (30)
Richard J. Pascale, Arch. Eng. (30)
Alberta K. Riley, Invoice Audit. (30)
Robert W. Fortner, Supplier Cntrl. (30)
Benjamin J. Kilpatrick, Maint-Facil Equip. & Gen. (35)
William G. Hill Jr., Fluid Dynamics (35)
Ronald G. Regal, Supp. Equip. Serv. (35)
Michael J. Cardella, Q.C. Inspect. Plnng. (35)
Robert Wattenberg, Career Ed & Devel. (39)
John W. Doran, ILS Verif. & ILS Supp. (40)
Gene C. Browne, ILS Syst. Des. Eng. (40)
Tullio Prisco, Cust. Supp. Reqts. Mgt. (40)
Benjamin F. Beekman, Optic & Display Equip. Des. (40)
Gerard W. Durst, Eng. Resources (40)
Bruce R. Turley, Prog. Contracts (40)
Thomas O. Alfano, Prog. Contracts (40)
John C. Ford, Elect. Box Pan & Draw Fab. (43)
Robert F. Robertson, Elect. Box Pan & Draw Fab. (43)
George G. Manhood Jr., Mfg. Reqts. Plnng. (43)
Eileen D. Sternkopf, Prod. Rel. & Anal. (43)
Pasquale A. Armenti, Methods Eng. A/C (43)
Carol J. Sidorski, Aministration (43)
Michael J. Cassidy, Reqts. Plnng. (43)
John R. Neville, Business Plnng. (43)
Louis A. Failla Jr., Elect. Cable Fab. (44)
Frank R. Russo, Elect. Box & Pan Fab. (44)
Edward Albert, Elect. Box & Pan Fab. (44)
Peter S. Reganato, Crew Sys/Equip. Integ. (72)
Winifred Mills, Power Plant (77)
Germaine Patterson, F-14 Aft. Sect. Assy. (77)
Joseph M. Rossi, A/C Sys. Serv. (80)
Daniel J. Mogelinski, Supp. Equip. Serv. (80)
Melvin B. VanTassel, Site Mgt. (81)
Morton Propper, Prog. Mgt. 161 (86)
Edward G. McDonald, Engineering (88)
Robert L. Devine, Production (88)
Peter Gelpi, Eng. Test Op. Proj. Eng. (89)
Robert C. Fitzpatrick Sr., Corp. Sys. (111)

Spring garden show

Tiptoing through tulips, retiree wins three top awards

Mike Smith retired from Grumman in 1970, and he's still enjoying all his leisure time. For one thing, it's given him ample opportunity to pursue his hobby: growing big, beautiful flowers.

Habit-forming

Smith, who's made a habit of collecting prizes from the Grumman Garden Forum over the past 20 years, walked off with three awards this year — including best in show.

Tulips are this retiree's specialty. "I must have more than 500 tulips in my garden," says Smith. "It was tough picking out just a few to enter in the competition."

A perfect, red tulip took the top prize, and also won first prize in the Class 1 — Single Tulip category. "It's a Darwin tulip," Smith explained. "They are noted for their exceptional height, color, and formation." Smith's other winning entry was in Class 6, Tulip Collections.

Winners in their categories, given in place order (first, second, third, and honorable mention) are:

Class 1 — Single Tulip: Mike Smith, Mike Sheenan, Alice Miller, and Woody Winkler.

Class 2 — Single Parrot Tulip, Fringed, Peony type, Rembrandt, and all other varieties: Mike Gabriel, Amy Blackwell, Harry Zronik, and Frank Sadowski.

Class 3 — Novice Class-Single Specimen, all types: Jo Monza, Rosalie Le Porte, Peter Mirabella, and John Gatta.

Class 4 — Single Narcissus, including Daffodils: Amy Blackwell, Joe Gregg, Pete Mirabella, and Frank Sadowski.

Class 5 — Single Seasonal Bloom: Sima Miluschewa, Desmond Parker, Mike Gabriel, and Eva Rees.

Class 6 — Tulip Collection: Mike Smith, Mike Gabriel, Alice Miller, Dot Kappenberg.

Class 7 — Seasonal Collection: Desmond Parker, Dot Kappenberg, Pete Mirabella, and Rosalie Le Porte.

Class 8 — Arrangements: Karl Hagen, Dot Kappenberg, Catherine Struble, and Alice Miller.

Class 9 — Houseplants: Lynn Rocca, Elaine Holskin, Georgiana McGeorge, and Susan Farr.

Class 10 — Houseplants, Hanging Baskets: Marjorie Oliver, Debbie Muller, Ann Strada, and Laura Vazquez.

Class 11 — Novice Houseplant: Roy Goddard, Pete Sicardi, Louise Laing, and Viv Mobilio.

Coming up tulips. *Grumman Corporation President Joe Gavin (L) was on hand to distribute prizes to Mike Smith (R) and other winners of the Grumman Garden Forum's spring show.*

Egged-out their opponents. *The Egg-stars, after finishing third during the regular season of the Intramural Basketball League, took two straight games in the finals to win the 1981 championship. Members of the team shown here are: (L to R, front) Steve Vivirito, Harry Stuckey and Ron Marshalek; (back) Bill Foote, Steve Pabst, Don Stack and Walter Gleich. Nick Angrisano, Bill DeWitt, Al Greengold, Ed Holland, Ed Rockowitz and Ken White were not available for the photo.*

letters

Dear editor,

On my way out to my new retirement home in Arizona, I stopped by to see Al Due. He's quite a guy. He has a wonderful hobby . . . making bracelets, belt buckles, rings and bola ties. He was commissioned by *Arizona Highways Magazine* to make belt buckles for John Wayne and Bob Hope. John Wayne wore his buckle in his last movie. I've enclosed a snapshot of Bob Hope with his special buckle made by Al.

Al Goetz
Grumman retiree

Note: Al Due is the president of the Desert Sun Chapter of the Grumman Retiree Club in Las Cruces, New Mexico.

An Al Due original. *Bob Hope checks out his personalized belt buckle, made by Grumman retiree Al Due.*

GRUMMAN plane news

Vol. 40, No. 10, May 29, 1981. Bethpage, N.Y. 11714